



City of Seattle

Gregory J. Nickels, Mayor

Department of Design, Construction and Land Use

D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF DESIGN, CONSTRUCTION AND LAND USE**

Application Number: 2105797

Applicant Name: Steve Lampert, Driscoll Architects

Address of Proposal: 4707 12th Avenue NE

SUMMARY OF PROPOSED ACTIONS

Master Use Permit for future construction of a 6-story residential structure with a 103-bed congregate residence in 6 units. 2,354 square feet of restaurant space and 35 parking stalls proposed.

The following approvals are required:

Design Review – SMC Chapter [23.41](#), involving design departures from the following Land Use Code development standards:

- SMC [23.47.024 A](#), open space,
- SMC [23.47.016 B1](#) landscaping at grade,
- Director's Rule [13-92](#), landscaping of open space.

SEPA - Environmental Determination – SMC Chapter [25.05](#)

SEPA DETERMINATIONS: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

☒ DNS with conditions ¹

☐ DNS involving non-exempt grading, or demolition,
or involving another agency with jurisdiction.

¹ Early DNS published December 27, 2001.

Project Description:

The applicant proposes a six-story mixed-use structure comprising six floors of congregate residence housing 103 residents in 6 units, as defined by Seattle Municipal Code (SMC) [23.84.032](#), as well as 2,354 square feet of commercial space at ground level. The proposal includes parking for 35 vehicles below grade, to be accessed from the adjoining alley. Design departures and amenities are discussed in Appendix A below.

Vicinity and Site:

The site is located in the University District, at the northwest corner of Northeast 47th Street and 12th Avenue Northeast. NE 47th is a collector arterial and rises gradually to the east. 12th Avenue NE is a residential street and is quite flat at the site. The property is located in the University Urban Center Village.

The site is zoned Neighborhood Commercial 3 with a 65-foot base height limit (NC3-65, see Figure 1). Properties to the north, east, and west are also zoned NC3-65. Across NE 47th St. to the south, all properties in the vicinity are zoned NC3-85. The area is a mix of single family residences, apartment buildings and newer mixed use buildings, as well as various commercial and institutional uses. Several small single family homes are located to the north, and most appear to be rentals and are in varying states of disrepair. Midblock to the north is the University Motel. Directly across 12th Ave. NE is a residential highrise built and administered by Seattle Housing Authority.

To the west across the alley is a new congregate residence, also above a commercial base (MUPs [#9503799](#), [9802502](#), [9802511](#), [2009123](#)). Further west, across 11th Ave NE, there are a few car dealerships. To the south and southeast across NE 47th St. is a surface parking lot owned by the University District Parking Association. Kitty-corner to the southeast is the University Baptist Church. The applicant has indicated that King County Metro maintains a bus layover zone further to the south.



Figure 1. Vicinity Zoning

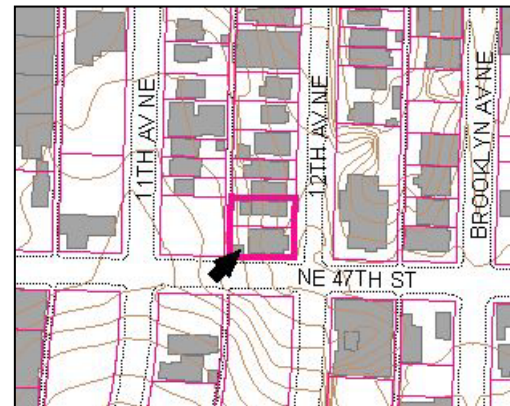


Figure 2. Local topography

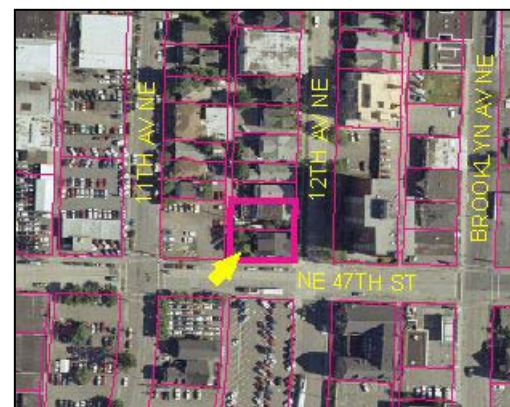


Figure 3. Aerial View

Also according to the applicant, the local Safeway is within a five-minute walk from the site, and the U-branch public library is within three blocks.

The site is well served by public transit. There are about a dozen bus stops within easy walking distance, and University Way is a conduit for bus service to all parts of the city and region. The recently designated station area overlay apparently anticipates further transit connectivity with the advent of Light Rail.

The site falls within two zoning overlays that substantially alter what would otherwise be required by the NC zoning. First, SMC [23.47.004 E1a](#) provides that single purpose residential structures are to be allowed outright within a limited area shown in map 23.47.004 B. Second, City Council passed ordinance #[120452](#), effective August 2001, which amends zoning around proposed light rail stations, one of which is located to the southeast of this site. The ordinance exempts mixed use projects in the overlay districts from the mixed use development standards described in SMC [23.47.008 D](#), such as a required 13-foot ground floor and 64% residential lot coverage.

The site is currently occupied by two single family homes. It measures 100' by 91', and slopes about eight feet to the southwest (See Figure 2). No portion of the site is designated as an Environmentally Critical Area on City maps. Existing street improvements include sidewalk, curb, and gutter, but no street trees. There are no exceptional trees located on the site.

A DCLU geographic database query conducted in mid November, 2001, found several active Master Use Permit (MUP) applications or permits for properties in the immediate vicinity of the project:

- [2002209](#), 4701 11th Ave. E, future construction of 8,022 sq.ft. auto showroom, demolish existing structure (constructed).
- [2007695](#), 4751 12th Ave. NE, future construction of a six-story mixed use bldg with 70 residential units and admin office space, 93 vehicles. Demolition of four existing structures.
- [9706699](#), 4757 12th Ave. NE, future construction of a six-story mixed use bldg with 19 apartments and 2,288 sq.ft. of commercial space, parking for 28 vehicles. Demolition of existing fast food restaurant (Ivar's).
- [2006475](#), 1205 NE 50th St., Early Design Guidance for a six-story mixed use bldg with 74 residential units and 2,400 sq.ft. of commercial space, parking for 104 vehicles.
- [2100721](#), 4551 8th Ave NE, future construction of a six-story congregate residence (27 bedrooms total), parking for 7 vehicles. Demolition of existing residential structure.
- [2100354](#), 4531 Brooklyn Ave NE, future construction of a 2-story parking structure at an existing parking lot, 180 parking stalls total.
- [2100224](#), 4751 Brooklyn Ave NE, Early Design Guidance for a six-story mixed use bldg with 35 residential units and 2,400 sq.ft. of retail or office space, parking for 48 vehicles.

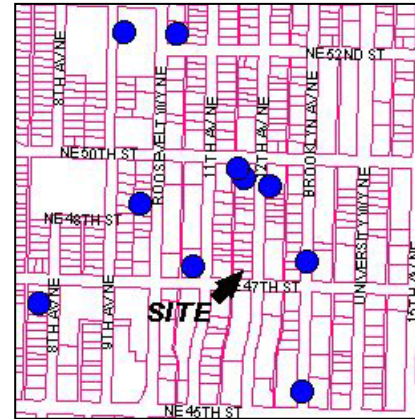


Figure 4. Proposed development sites in vicinity.

- [9902916](#), **4737 Roosevelt Wy NE**, Early Design Guidance for a 5-story mixed use bldg with 25 residential units and ground floor commercial space. Project appears to have lapsed.
- [9805617](#), **5200 Roosevelt Way NE**, Future construction of a mixed use bldg with 18 dwelling units, 2467 sq.ft. of commercial space, parking for 27 vehicles.

ANALYSIS OF THE DIRECTOR – DESIGN REVIEW

The applicants presented the project to the Northeast Seattle Design Review Board on October 15, 2001, in the cafeteria of Eckstein Middle School. Two Design Recommendations meetings took place on February 4 and March 4, 2002. DCLU has previously published and distributed the Design Recommendations report, and the Board’s principal outstanding recommendations are summarized below. All other recommendations have been addressed in updates to the proposed design. The full report is available in the project file, located on the 20th floor of Key Tower.

Guideline	<input type="checkbox"/> Guidance/ <input checked="" type="checkbox"/> Recommendations
A. Site Planning	
<p>A-6 Transition Between Residence and Street</p> <p>For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.</p>	<p>G. Higher priority. Board members are interested in how the project will treat the 12th Ave streetfront and will pay attention to the “delicacy with which the project treats the area at the sidewalk”, particularly with regard to transparency and opacity. They discouraged “cheap soffit ceilings” in what overhang remains.</p> <p>R1.No further comment.</p> <p>R2.Board members generally supported the improved entry layout, and recommended that the applicant show substantially detailed planter boxes, as well as quality, resilient materials for the planters and the proposed bench.</p>
C. Architectural Elements and Materials	
<p>C-3 Human Scale</p> <p>The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.</p>	<p>G. Higher priority. Board members felt it is important to establish the character of the base through the 13-foot first floor. They questioned the need to depress the slab at all.</p> <p>R1.Board members stated that the proposed concrete columns may help to create a human scale, meeting the intent of the guideline.</p>

Guideline	<input checked="" type="checkbox"/> Guidance/ <input checked="" type="checkbox"/> Recommendations
	R2. Board members stated support for the fluted columns and recommended that they be carefully detailed. Board members also responded positively to the applicant's suggestion that the glass marquis will be detailed and of a high quality.

D. Pedestrian Environment	
<p>D-1 Pedestrian Open Spaces and Entrances</p> <p>Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.</p> <p><i>In mixed-use corridors, consider setting back a portion of the building to provide small pedestrian open spaces. Required open space may be reduced up to 50% if a substantial amount of the street-level open space (on the order of 200-sq. ft.) meets the objectives listed in the full guideline.</i></p>	<p>G. Higher priority. No further guidance.</p> <p>R1.No further comments.</p> <p>R2.The Board recommended that plans detail a high level of quality for the marquis, the planters, and the proposed benches.</p>

Subsequent to the design recommendations meeting, the applicant has revised the proposal to address the above issues. The design has also been modified slightly since the recommendations meeting, and the applicant has met with DCLU staff to verify that updates meet the intent of the original guidance and recommendations.

DECISION – DESIGN REVIEW

The Director concurs with the recommendations of the Northwest Seattle Design Review Board, delivered March 4, 2002, and **GRANTS** the requested departures for reduced open space (5952 sq. ft. provided), and landscaping (222 sq. ft provided on site and 416 sq. ft. irrigated in the planting strip), subject to the conditions listed at the end of this report. Refer to Appendix A on page 12 below).

ANALYSIS - SEPA

The applicant provided the initial disclosure of this development's potential impacts in an environmental checklist signed and dated on February 5, 2002. Other documentation includes a

parking impact analysis conducted by William Popp and Associated, submitted in April 2002 and updated in June 2003. This information and the experience of the lead agency in similar situations form the basis for this analysis and decision. This report anticipates short and long-term adverse impacts from the proposal.

The SEPA Overview Policy (SMC [25.05.665 D](#)) states “where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation”, subject to limitations. Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Critical Areas Ordinance (grading, soil erosion and stability); Street Use Ordinance (watering streets to suppress dust, obstruction of the rights-of-way during construction, construction along the street right-of-way, and sidewalk repair); Building Code (construction standards); and Noise Ordinance (construction noise). Compliance with these codes and ordinances will be adequate to achieve sufficient mitigation of potential adverse impacts. Thus, mitigation pursuant to SEPA is not necessary for these impacts. However, more detailed discussion of some of these impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to increased dust and other suspended air particulates during construction and demolition; potential soil erosion during grading, excavation and general site work; increased runoff; tracking of mud onto adjacent streets by construction vehicles; increased demand on traffic and parking from construction equipment and personnel; conflict with normal pedestrian and vehicular movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC Section [25.05.794](#)), nor are they sufficiently adverse to warrant further mitigation.

Other short-term impacts not noted here as mitigated by codes, ordinances or conditions (e.g., increased traffic during construction, increased use of energy and natural resources) are not sufficiently adverse to warrant further mitigation.

Construction Noise

Due to the close proximity of residential properties to the north, east and west, the limitations of the Noise Ordinance are likely to be inadequate to mitigate potential noise impacts. Pursuant to SEPA policies in SMC Section [25.05.675 B](#), the hours of all work not conducted entirely within an enclosed structure (e.g. excavation, foundation installation, framing and roofing activity) shall be limited to between 7:30 a.m. and 5:30 p.m. on non-holiday weekdays to mitigate noise impacts. Limited work on weekdays between 5:30 p.m. and 8:00 p.m., and on Saturdays between 9:00 a.m. and 5:00 p.m. may be allowed if prior approval is secured from the undersigned Land Use Planner (or his successor). Such after-hours work is limited to emergency construction necessitated by safety concerns, work of low noise impact; landscaping activity which does not require use of heavy equipment (e.g., planting), or work which would substantially shorten the overall construction timeframe. Such limited after-hours work will be strictly conditioned upon

whether the owner(s) and/or responsible party(ies) provide three (3) days' prior notice to allow DCLU to evaluate the request. See Table 1 and Condition #6, below.

Air and Environmental Health

Two single family homes occupied the site prior to submission of the Master Use Permit. These structures were demolished according to an abatement order, case #[222337](#). Further conditioning is therefore unnecessary.

Earth/Soils

This project constitutes a "large project" under the terms of the Stormwater, Drainage, and Erosion Control Code, SMC [22.802.015 D](#). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DCLU Building Plans Examiner and Geotechnical Engineer prior to issuance of the building permit. The Stormwater, Drainage, and Erosion Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

Parking

Short-term parking impacts involve additional parking demand generated by construction personnel and equipment. The applicant provided no information related to short-term construction related parking impacts on the vicinity. Assuming that construction equipment and materials are to be stored on-site whenever practical, and that worker vehicles are to be parked on-site as soon as the garage levels are complete, existing on-street parking capacity should be sufficient to absorb any spillover parking resulting from construction. DCLU therefore conditions the project to provide that construction-related parking will occur on-site when feasible (Condition #5). So conditioned, the project's potential adverse short-term parking impacts will be adequately mitigated.

Construction Vehicles

Existing City code (SMC [11.62](#)) requires truck activities to use arterial streets to every extent possible. The subject site fronts 12th Ave NE and NE 47th St, close to NE 45th and 50th Streets, and traffic impacts resulting from the truck traffic associated with grading will be of short duration and mitigated by enforcement of SMC [11.62](#). This immediate area is subject to traffic congestion during the PM peak hour, and large trucks turning onto NE 45th and 50th Streets would further exacerbate the flow of traffic. Pursuant to SMC [25.05.675 B](#) (Construction Impacts Policy) and SMC [25.05.675 R](#) (Traffic and Transportation) additional mitigation is warranted. For the duration of the grading activity, the applicant/responsible party shall cause grading truck trips to cease during the hours between 4 p.m. and 6 p.m. on weekdays. This condition will assure that truck trips do not interfere with daily PM peak traffic in the vicinity (Condition #7). As

conditioned, this impact is sufficiently mitigated in conjunction with enforcement of the provisions of SMC [11.62](#).

City code (SMC [11.74](#)) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimizes the amount of spilled material and dust from the truck bed en route to or from a site. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased surface water runoff from greater site coverage by increased impervious surfaces; increased bulk and scale on the site; increased traffic and parking demand due to residents and visitors; minor increase in air-borne emissions resulting from additional traffic; minor increase in ambient noise due to increased human activity; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption.

The expected long-term impacts are typical of medium-density residential development and are expected to be mitigated by the City's adopted codes and/or ordinances (together with fulfillment of Seattle Transportation requirements). Specifically these are: the Stormwater, Grading and Drainage Control Code (storm water runoff from additional site coverage by impervious surface); the Land Use Code (aesthetic impacts, height, setbacks, parking); and the Seattle Energy Code (long-term energy consumption).

Parking

The Seattle SEPA policy for parking impacts (SMC [25.05.675 M](#)) provides authority to mitigate parking impacts of multifamily development when on-street parking is at capacity as defined by the Seattle Department of Transportation (SDOT) or where the development itself would cause on-street parking to reach capacity as so defined. Capacity has been defined as a condition where 85% of the existing on-street spaces are occupied at peak hours.

The proposed project incorporates more parking than would otherwise be required by the Land Use Code, Title 23. Considering parking waivers and exceptions available for the proposed uses, the project provides nine (9) spaces in excess of the minimum zoning requirement. The minimum requirement anticipates some spillover of parking demand into adjacent streets; however, adjacent on-street parking is at or above capacity in the vicinity and cannot accommodate spillover parking impacts. The applicant has commissioned a parking analysis indicating that the project will not result in an impact warranting further mitigation.

William Popp and Associates submitted a parking demand analysis in April 2002, followed by an update to the analysis in June 2003. Using parking demand data from a representative sample of comparable congregate residences, the study anticipates that the ratio of residents to vehicles is likely to be 2.93 to 1. This ratio exceeds the zoning-required minimum of 4 to 1. Accordingly, the applicant has modified the proposal to

incorporate additional parking spaces, and DCLU conditions the project to require the more intensive parking ratio in order to mitigate potential parking impacts (Condition #8).

DCLU determines that the residential use is the principal source of the project's peak parking demand. While the proposed restaurant will generate its own parking demand, it is likely that the peak demand hours for the residential and commercial uses will be staggered sufficiently to accommodate any commercial parking impacts through a shared parking arrangement. DCLU therefore determines that any commercial parking demand is likely to be adequately met by the proposed on-site parking.

Traffic

The project is likely to increase the total number of trips generated by the site. However, for a project of this scale, trip volumes are not likely to be sufficiently adverse to warrant mitigation. The applicant's parking analysis indicates that the majority of tenants will not own cars. Given the size of the rooms and the project's location, it is reasonable to assume that most tenants will be students and others who are primarily engaged in activities in the vicinity. The University District is amply served by transit and a range of amenities within walking distance of the site. No further mitigation of traffic impacts is therefore warranted.

Other Impacts

Several adopted Codes and Ordinances and other agencies will appropriately mitigate the other use-related adverse impacts created by the proposal. Specifically, these include the [Puget Sound Clean Air Agency](#) (increased airborne emissions); and the Seattle Energy Code (long-term energy consumption).

The other impacts not noted here as mitigated by codes, ordinances, or conditions (increased ambient noise; increased pedestrian traffic, increased demand on public services and utilities) are not sufficiently adverse to warrant further mitigation by conditions.

DECISION – SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW [43.21C](#)), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. DCLU has determined that this proposal does not have a significant adverse impact upon the environment. An EIS is not required under RCW [43.21C.030\(2\)\(C\)](#).

[] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW [43.21C.030\(2\)\(C\)](#).

DESIGN REVIEW CONDITIONS (Not Subject to Appeal)

Prior to Issuance of Any Permit to Construct

1. The Design Review Board recommended that plans detail a high level of quality for the marquis, the planters, and the proposed benches. The applicant must therefore provide details of these features that adhere to the Board's recommendation.

Prior to and/or During Construction

2. Any changes to the exterior façades of the building and landscaping shown in the building permit must involve the express approval of the project planner prior to construction.

Prior to Issuance of the Certificate of Occupancy

3. Compliance with the approved design features and elements, including exterior materials, roof pitches, façade colors, landscaping and right of way improvements, shall be verified by the DCLU planner assigned to this project (Scott Ringgold, 233-3856) or by the Senior Urban Design Planner. The applicant(s) and/or responsible party(ies) must arrange an appointment with the Land Use Planner at least three (3) working days prior to the required inspection.
4. Prior to issuing the MUP plans and all subsequent building permit drawings, the applicant shall embed the conditions of this MUP decision on the cover sheets.

CONDITIONS – SEPA

Prior to Issuance of the Construction Permit

5. The owner(s) and/or responsible party(ies) shall submit a statement verifying that construction-related parking is to be accommodated on-site whenever practical, and that all worker parking will be located on site upon completion of the parking levels.

During Construction

The following condition to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions will be affixed to placards prepared by DCLU. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.

6. The hours of all work not conducted entirely within an enclosed structure (e.g. excavation, foundation installation, framing and roofing activity) shall be limited

to between 7:30 a.m. and 5:30 p.m. on non-holiday weekdays² to mitigate noise impacts. Limited work on weekdays between 5:30 p.m. and 8:00 p.m., and on Saturdays between 9:00 a.m. and 5:00 p.m. may be allowed if prior approval is secured from the undersigned Land Use Planner or his successor. Such after-hours work is limited to emergency construction necessitated by safety concerns, work of low noise impact; landscaping activity which does not require use of heavy equipment (e.g., planting), or work which would substantially shorten the overall construction timeframe. Such limited after-hours work will be strictly conditioned upon whether the owner(s) and/or responsible party(ies) provide three (3) days' prior notice to allow DCLU to evaluate the request.

Non-holiday work hours							
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
7:00 am							
8:00							
9:00							
10:00							
11:00							
12:00 pm							
1:00							
2:00							
3:00							
4:00							
5:00							
6:00							
7:00							
8:00							

Table 1, Non-holiday work hours. Unshaded work hours shown above are permitted outright. For certain work, it is possible to request DCLU approval for additional hours shaded in gray.

7. For the duration of grading activity, the owner(s) and/or responsible party(ies) shall cause grading truck trips to cease during the hours between 4 p.m. and 6 p.m. on weekdays.

For the Life of the Project

8. In accordance with the results of the parking study submitted June 2003, the project shall apply an on-site parking ratio of one parking space per 2.93 residents.

Signature: (signature on file) Date: June 30, 2003
 Scott A. Ringgold, Land Use Planner
 Department of Design, Construction and Land Use
 Land Use Division

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² Holidays recognized by the City of Seattle are listed on the City website, <http://www.ci.seattle.wa.us/personnel/holidays.htm>

APPENDIX A: DEPARTURE FROM DEVELOPMENT STANDARDS:

The applicant has requested the following departures from the Land Use Code development standards, and the Board recommended approval of all departures with conditions.

<i>Requirement</i>	<i>Proposed</i>	<i>Comments</i>	<i>Action by Board</i>
SMC 23.47.024 A , open space . Usable open space shall be at least 20% of residential gross floor area. $38,900 * 0.2 = 7780$ sq.ft. otherwise required.	Propose 5952 sq.ft. 1828 sq.ft. less than otherwise required, or 23.5% reduction.	<ul style="list-style-type: none"> • In the design recommendations meeting packet, the applicant understates required open space as 7,328 sq.ft. • The applicant pointed out that the NC-65 zoning, together with the station area overlay and the single-purpose residential overlay, allows for a residential area with an onerous open space requirement. • The extent of the proposed departure, as communicated to the Board, caused some Board members to question what benefits were inherent to the project. 	<p>The Board recommended approval of the requested departure, contingent on demonstrated quality craftsmanship of the streetfront facade, which should involve the following:</p> <ul style="list-style-type: none"> • substantially detailed planters, • quality landscaping, • durable and attractive seating materials, • detailed glass marquis, • columns/pilasters that exhibit substantial texture and detailing.
SMC 23.47.016 B1 landscaping, at grade , 5% of site area shall be provided at grade, visible to pedestrians and customers. $9127 * 0.05 = 456$ sq.ft. required.	Propose 222 sq.ft. within property lines. 234 sq.ft. less than otherwise required, or 51.3% reduction.	<ul style="list-style-type: none"> • Applicant proposes additional 416 sq.ft. of landscaping in the planting strip, to be served by automatic irrigation. Total at grade landscaping is to be 638 sq.ft. 	The Board considered the proposed off-site landscaping to be an appropriate complement that served to achieve the spirit of the Code provision.

<i>Requirement</i>	<i>Proposed</i>	<i>Comments</i>	<i>Action by Board</i>
<p>Landscaping of open space, 30% of above-ground open space shall be landscaped per Director's Rule 13-92. $7893 * 0.3 = 2334$ sq.ft. based on open space requirement, 1786 sq.ft. based on open space provided through above departure.</p>	<p>Propose 1503 sq.ft.</p> <p>831 sq.ft. less than otherwise required (without O.S. departure), or 35.6% reduction.</p> <p>283 sq.ft. less than otherwise required (with O.S. departure), or 15.8% reduction.</p>	<ul style="list-style-type: none"> At the EDG, the Board originally stated they wanted to see the full 30% landscaping requirement fulfilled (<i>i.e.</i> 2,334 sq.ft.). At the February recommendations meeting, board members and the applicant agreed that 500 sq.ft. more landscaping would be an acceptable amount, but it was unclear how much was proposed at the time. In the March recommendations meeting, the applicant indicated that the structure was not able to sustain an additional 500 sq.ft. of landscaping. Proposed landscaping was the maximum feasible. 	<p>The Board considered the applicant's statement that structural constraints limited the quantity of possible rooftop landscaping. In this context, they agreed that it would be adequate to provide 1034 sq.ft. of irrigated rooftop landscaping and 469 sq.ft. in planters at the 2nd floor terrace level. Based on the proposed landscape design, the Board recommended approval of the requested departure.</p>